

Nevada County Transportation Commission

The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency for Nevada County. NCTC coordinates state and federal transportation programs for Nevada County, the City of Grass Valley, Nevada City, and the Town of Truckee.

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Nevada County Transportation Commission Newsletter

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“Creating a better future by building upon successes of the past”



Nevada County Receives Two Caltrans Awards



Truckee Bypass Bridge



Grass Valley Cloverleaf at Idaho/Maryland Road and SR 49

Caltrans Announces 2003 Excellence In Transportation Awards

– The California Department of Transportation (Caltrans) annually recognizes California’s best and brightest accomplishments in the transportation field through their Excellence in Transportation (EIT) Awards. This prestigious recognition is a type of “Oscar” award in the transportation industry. The 16th Annual Award recipients were announced March 18, 2003 by Caltrans Director Jeff Morales. Director Morales stated, “It is the Department’s opportunity to showcase the finest in transportation innovation and ingenuity. These projects not only enhance our highway traveling experience but improve the quality of life in our neighborhoods, communities, and environment.”

District 3 EIT Award winners from Nevada County are the Truckee Bypass Bridge, and the Grass Valley Cloverleaf Landscape Project at the Idaho/Maryland and SR 49 junction.

The **Truckee Bypass Bridge**, located on SR 267, won under the “Major Structures” category. Caltrans Division of Engineering Services Structure Design Branch 7, and Caltrans District 3 were recognized for their expertise in the project. After an extensive 17-year negotiation and planning period, bridge construction started in August of 1999 and the bypass opened to traffic on October 24, 2002. The \$33.5 million project was built to help alleviate traffic congestion and delays in the downtown Truckee area.

The Truckee Bypass Bridge also received the 2002 Portland Cement Association Bridge Award; one of eight winners chosen from competition throughout the United States and Canada.

The **Grass Valley Cloverleaf Landscape Project** also won an EIT Award. It was given in the “Judges Special Recognition – Biggest Bang for the Buck” category. Caltrans District 3 Landscape Team of Nevada City were recognized for their innovative design and cost-saving budget. The crew decided this small parcel of land at the Idaho/Maryland junction of SR 49, known to them as the “dust bowl”, needed some beautification. Under the lead of Donna Treadwell, with the support of Landscape Supervisor Mike Monahan, they used rock and mulch on-hand, purchased trees and shrubs, and greatly enhanced the area with their creative design. NCTC Commissioner and former Mayor of Grass Valley, Linda Stevens, voiced her gratitude in a recent NCTC meeting, and the City of Grass Valley sent Caltrans a letter of appreciation.

The annual EIT competition attracted more than 100 entries from state and local government, design firms, and contractors. Winners were selected by a panel of judges consisting of transportation, environmental, engineering, and community focused individuals. A list of 2003 winners, including photos of the projects, can be viewed at www.dot.ca.gov/awards/excl.htm. Also available at this link are EIT winners from previous years, plus guidelines and application information for the upcoming 2004 awards.

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Project Update – State Route 49 Widening



SR 49 Widening Project from Wolf/Combie Road to Grass Valley

Project Scope and Purpose

Caltrans has started work on the 11.1 mile project to upgrade State Route 49 to a four-lane facility with a continuous median/left turn lane from the Wolf/Combie Road intersection up to Grass Valley. The project is currently funded through the completion of the PA/ED (Project Approval and Environmental Documentation) phase. Realizing the high cost of the entire project, Caltrans plans to develop and construct the corridor in phases. The PA/ED is currently scheduled for completion on September 1, 2006. Once that is done, the remaining funds can be used to fund the construction of a portion of the project. The portion targeted for construction will be determined after the PA/ED is complete. The earliest start date for construction on any portion of SR 49 between Wolf/Combie Road and Grass Valley is 2009.

“Permits to Enter” have been sent to the property owners along the route and environmental studies will start this spring on some parcels. The Caltrans Design staff will start work in early summer. As design progresses, more information on right-of-way needs will be available.

The location of an interchange or intersection at the north end of the project near Crestview Drive is under discussion between the City of Grass Valley, Nevada County, Caltrans, the Nevada County Transportation Commission, and the developers of two large projects proposed for that area. We will keep you abreast of decisions made by this group as plans progress.

SR 49 is viewed as a lifeline route to the communities of Grass Valley and Nevada City, and is considered an alternate route for traffic from I-80 in the event of a closure due to an accident or fire.

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Design Goals

- ◆ Free flowing traffic from end to end; no “North Auburn” atmosphere with multiple traffic signals.
- ◆ Protect scenic resources. Keep rural character with trees, landforms, and other features.
- ◆ Avoid environmental impacts whenever possible. Cherry Creek and Wolf Creek avoided.
- ◆ Improve existing environmental impacts wherever possible. Plans include up to eight animal crossings, 114 acres of mitigation property in large parcels, and purchase of sufficient right-of-way for slope rounding along the roadway.
- ◆ Use creativity to reduce costs through good design. Proposed ideas include narrower shoulder and median width where appropriate.
- ◆ Improve safety to mainline and access road traffic by consolidating access points and constructing frontage roads.

Upcoming NCTC Meetings

The next two meetings of the Nevada County Transportation Commission (NCTC) are scheduled as follows:

Wednesday, May 21, 2003 at 9:30 a.m., in the Truckee Town Council Chambers, 10183 Truckee Airport Road, Truckee, CA

Wednesday, June 18, 2003 at 8:30 a.m., Nevada City Council Chambers, 317 Broad Street, Nevada City, CA

How To Drive In Roundabouts



Example of the directional movements entering, traveling within, and exiting a roundabout.

Approaching the Roundabout

- Slow down as you approach the roundabout.
- Always stop for pedestrians or bicyclists wanting to use the crosswalk.

Entering the Roundabout

- Yield to traffic already in the roundabout, which has the right-of-way.
- Stopping is not required if there is a break in the roundabout traffic allowing you to enter safely.
- One Way – All vehicles in the roundabout travel in a counter clockwise direction, turning right to enter, and right to exit at the desired street.

Within the Roundabout

- Drive slow. Roundabouts are typically designed for speeds of 15 to 20 miles per hour.
- Do not pass. Vehicles ahead of you may be preparing to exit.
- Passenger cars and trucks should not drive on the raised truck apron in the center. It is designed to allow large oversized trucks additional turning room.
- Take care in icy or snowy weather conditions, and maintain a slow constant speed.
- Cars traveling within the roundabout do not stop, except to avoid a collision or allow emergency vehicle to pass. You have the right-of-way over entering traffic. Always keep to the right of the center island and travel in a counter clockwise direction.

Exiting the Roundabout

- Once in the roundabout, you travel to the left around to the street you want to exit on and make a right turn. Always signal and make a right turn when exiting a roundabout.
- Watch for and yield to pedestrians waiting to cross, or crossing the exit leg. Do not accelerate until you are beyond the pedestrian crossing point.
- If you miss your exit, just “go around” one more time.

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Emergency Vehicles

If you see an emergency vehicle approaching the roundabout from another street, let it proceed through before you enter. If an emergency vehicle approaches from behind you, move to the right and stop to allow them to pass.

Bicycles

Bicyclists should enter and exit the roundabouts as a car would. Cars should yield to oncoming cyclists already in a roundabout as with any other vehicle. Cyclists walking a bike should use crosswalks and are considered pedestrians.

Pedestrians

Pedestrians must use the crosswalks at each leg of the roundabout. Crosswalks are placed just outside the roundabout. While pedestrians have the right-of-way, always look to ensure no vehicles are present before crossing the roadway, exercising the same precautions you would at a normal intersection. (There is no pedestrian access to the center island of the roundabout.)



Roundabout on Sierra College Drive in Grass Valley depicts steady flow of traffic.

Interactive diagrams displaying how automobile traffic travels through a roundabout can be viewed on the Internet at the following site:

<http://www.ci.sammamish.wa.us/documents/roundabout/rabout1.asp>

“Thank You” For The Daffodils

What a beautiful county we live in! Each season brings its unique landscaped pleasure for our eyes to feast on. We would like to thank the community groups, such as Nevada County Master Gardeners and Sierra Grape Growers Association and Tanglewood Forest Gallery, who have purchased bulbs, trees, or plants and donated their time to plant them. The exquisite array of daffodils along State Route 49 make it enjoyable to get out and drive this time of year.

